

**Summary Report for Individual Task  
551-88N-1115  
Synchronize Route Movement  
Status: Approved**

---

**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD1** - The materials contained in this course have been reviewed by the course developers in coordination with the Fort Lee, VA foreign disclosure authority. This course is releasable to students from all requesting foreign countries without restrictions.

**Condition:** In an operational environment, given movement planning data, route data, unit SOP and ATP 4-16.

**Standard:** Synchronize route movement to obtain maximum effective use of the area's road and maximizes restrictions on military use of roads that meet military requirements in accordance with ATP 4-16.

**Special Condition:** Soldiers will perform this task under supervision.

**Safety Risk:** Low

**MOPP 4:**

Task Statements
-----------------

**Cue:** None

**DANGER**

None

**WARNING**

None

**CAUTION**

None

**Remarks:** None

**Notes:** Feedback: Score the Soldier Go if all steps are passed. Score the Soldier No-Go if any step is failed. If the Soldier fails any step, show what was done wrong and how to do it correctly.

### Performance Steps

1. Allocate convoy route movement by using one of the following methods according to commander's guidance.

a. Uses the balance principle by:

- (1) matching the vehicle characteristics with the route characteristics.
- (2) ensuring the vehicle traffic does not exceed the most limiting feature of a route.

b. Uses the separation principle by:

- (1) allocating the road space to ensure military movements does not conflict with each other.
- (2) allocating the road space to ensure military movements does not conflict with pedestrian movements.
- (3) allocating the road space to ensure military movements does not conflict with civilian traffic.

c. Uses the distribution principle by:

- (1) allocating as many routes as possible to reduce the potential for congestion.
- (2) enhancing the useful life of roads and bridges (sustaining capability).
- (3) preventing deterioration of road surfaces (due to overuse).

Note: Distribution also promotes passive defense by distributing and separating traffic.

2. Prioritizes by assigning the highest priority to routes that provide the minimum time-distance.

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:** Score the Soldier GO if all performance steps are passed. Score the Soldier NO-GO if any performance steps are failed. In case of a NO-GO, brief the Soldier on the deficiency, retrain the Soldier to perform the step correctly, and reevaluate the task.

**Evaluation Preparation:** Brief Soldier: Tell the Soldier to determine the best traffic routing for coordination or directing the movements on MSRs or ASRs by considering the four principles (balance, separation, distribution, and prioritize) that govern routing and assigning the highest priority traffic routes that minimize restrictions, to separate civilian traffic (vehicular or pedestrian) from military movement.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Allocated convoy route movement by using one of the following methods according to commander's guidance.			
a. Used the balance principle:			
(1) matched the vehicle characteristics with the route characteristics.			
(2) ensured the vehicle traffic did not exceed the most limiting feature of a route.			
b. Used the separation principle:			
(1) allocated the road space to ensure military movements did not conflict with each other.			
(2) allocated the road space to ensure military movements did not conflict with pedestrian movements.			
(3) allocated the road space to ensure military movements did not conflict with civilian traffic.			
c. Used the distribution principle:			
(1) allocated as many routes as possible to reduce the potential for congestion.			
(2) enhanced the useful life of roads and bridges (sustained capability).			
(3) prevented deterioration of road surfaces (due to overuse).			
2. Prioritized by assigning the highest priority to routes that provided the minimum time-distance.			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	ATP 4-16	MOVEMENT CONTROL	Yes	No

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. All operations must conform to the Army Environmental Program, TC 3-34.489 (The Soldier and the Environment), FM 3-100.4 (Environmental Considerations in Military Operations), AR 200-1 (Environmental Protection and Enhancement), local, state, and federal environmental policies, The Clean Air Act (CAA), CAA amendments, National Ambient Air-Quality Standards (NAAQS), as well as OSHA Hazard Communication Standard for Industry, 29 CFR, part 1910. "It is the instructor's responsibility to conduct a risk assessment prior to instruction using FM 100-14 as guidance. A copy of the risk management work sheet must be present at time of instruction."

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. Accidents are an unacceptable impediment to Army missions, readiness, morale, and resources. Decision makers at every level will employ risk management approaches to effectively preclude unacceptable risk to the safety of personnel and property affiliated with this task.

- (a) Take personal responsibility.
- (b) Practice safe operations.
- (c) Recognize unsafe acts and conditions.
- (d) Take action to prevent accidents.
- (e) Report unsafe acts and conditions.
- (f) Work as a team.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :**

<b>Task Number</b>	<b>Title</b>	<b>Proponent</b>	<b>Status</b>
55-5-0039	Regulate Movements along the Main Supply Route	55 - Transportation (Collective)	Approved
55-1-9017	Plan Tactical Convoy	55 - Transportation (Collective)	Approved
55-8-0003	Coordinate Movement Control (Battalion - Corps)	55 - Transportation (Collective)	Approved
55-5-0020	Regulate Movement of Cargo	55 - Transportation (Collective)	Approved
55-1-0040	Process Road Clearance Requests	55 - Transportation (Collective)	Approved
55-1-0040(Step: 2.)	Process Road Clearance Requests	55 - Transportation (Collective)	Approved

**ICTL Data :**

<b>ICTL Title</b>	<b>Personnel Type</b>	<b>MOS Data</b>
MOS 88N - Transportation Management Coordinator SL2	Enlisted	MOS: 88N, Skill Level: SL2
Transportation Management Coordinator 88N MOS ICTL	Enlisted	MOS: 88N
MOS 88N - Transportation Management Coordinator SL 1	Enlisted	MOS: 88N, Skill Level: SL1
MOS 88N - Transportation Management Coordinator SL3	Enlisted	MOS: 88N, Skill Level: SL3
MOS 88N - Transportation Management Coordinator SL 4	Enlisted	MOS: 88N, Skill Level: SL4